

April 12, 2012

**SEPTEMBER 2012
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY**

Draft

ROUTE: RapidRide C Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between Westwood Village and Downtown Seattle via Fauntleroy and Alaska Junction using the alignment specified in Ordinance 2009-0536, consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Westwood Village, Fauntleroy, Alaska Junction, Downtown Seattle

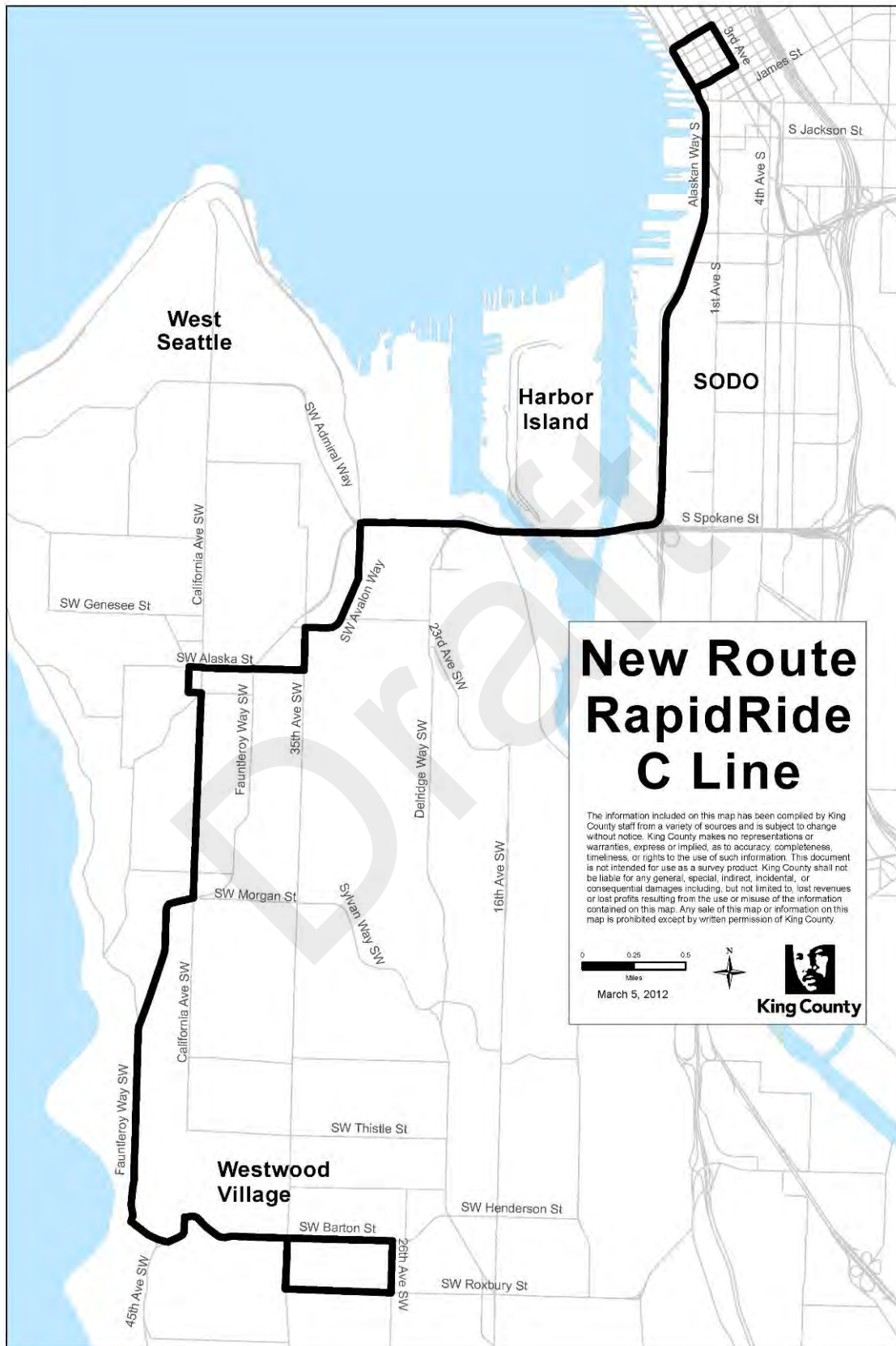
SERVICE CHANGE:

Operate the new RapidRide C Line between Westwood Village and Downtown Seattle via Fauntleroy and Alaska Junction.

On weekdays, operate the C Line every 15-30 minutes between approximately 4:30 a.m. and 6:00 a.m., every 10 minutes between approximately 6:00 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 3:00 p.m., every 10 minutes between approximately 3:00 p.m. and 6:15 p.m., every 15 minutes between approximately 6:15 p.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trip leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

On Saturdays and Sundays, operate the C Line every 15 minutes between approximately 5:00 a.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

The C Line will replace a portion of Route 54 local and express service between Westwood Village and Downtown Seattle. The C Line will also replace all-day service provided by Route 55 between Alaska Junction and Downtown Seattle.



ROUTE: RapidRide D Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between Crown Hill and Downtown Seattle via Ballard and Uptown using the alignment specified in Ordinance 2009-0536, consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Blue Ridge, Crown Hill, Ballard, Interbay, Uptown, Seattle Center West, Downtown Seattle

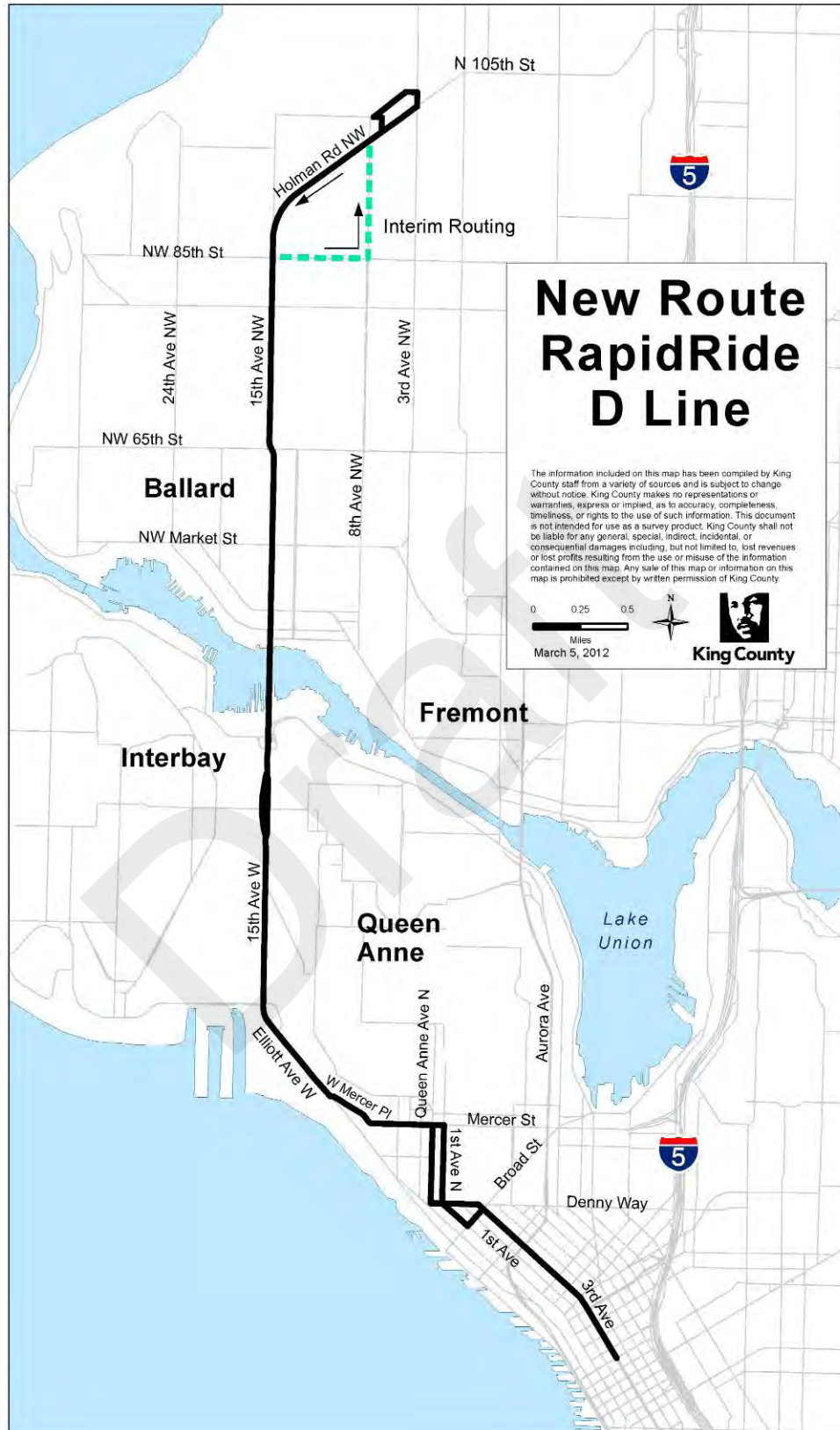
SERVICE CHANGE:

Operate the new RapidRide D Line between Crown Hill and Downtown Seattle via Ballard, Interbay, and Uptown / Seattle Center West.

On weekdays, operate the D Line every 15-30 minutes between approximately 5:00 a.m. and 6:00 a.m., every 10 minutes between approximately 6:00 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 4:00 p.m., every 10 minutes between approximately 4:00 p.m. and 7:00 p.m., every 15 minutes between approximately 7:00 p.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

On Saturdays and Sundays, operate the D Line every 15 minutes between approximately 5:00 a.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

The D Line will replace portions of Route 15 local service between Crown Hill and Downtown Seattle and Route 18 between 15th Avenue Northwest/Northwest Leary Way and Downtown Seattle.



ROUTE: 2 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*

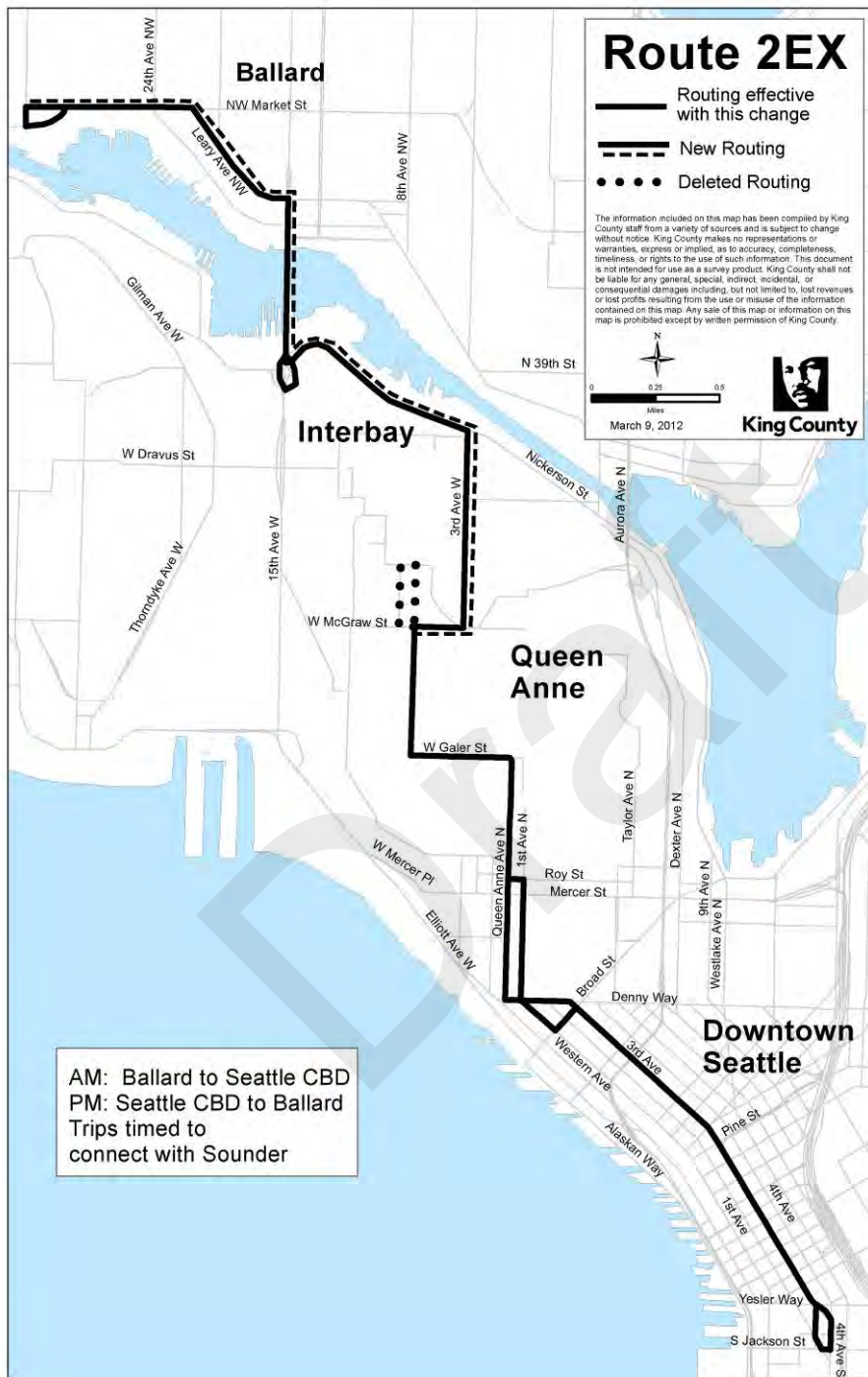
IMPACTED SERVICE AREA:

Ballard, Seattle Pacific University, West Queen Anne, Uptown, Downtown Seattle

SERVICE CHANGE:

Revise Route 2 Express to extend service to Seattle Pacific University and the Ballard business district at 22nd Avenue Northwest / Northwest Market Street.

Operate twelve southbound morning trips and twelve northbound afternoon trips during weekday peak periods (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.).



ROUTE: 3, 4

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to reduce duplication, based on industry best practice.*

IMPACTED SERVICE AREA:

North Queen Anne, East Queen Anne, Seattle Center, Downtown Seattle

SERVICE CHANGE:

Combine service on routes 3 and 4 into an enhanced Route 4, and delete Route 3 between Downtown Seattle and North Queen Anne (1st Avenue West / West Raye Street).

Route 4 will provide alternative service between Downtown Seattle and North Queen Anne (Queen Anne Avenue North / Boston Street).



ROUTE: 5

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to make routes more direct, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Northgate, Shoreline Community College, Greenwood, Woodland Park, Fremont, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 5 local service between Northgate Transit Center and Greenwood Avenue North. Operate Route 5 local service between Shoreline Community College and downtown Seattle via Greenwood, Woodland Park, and Fremont.

Route 5 will no longer serve the Northgate Transit Center. Route 18 will provide alternative service between Greenwood Avenue North / North 105th Street and Northgate Transit Center.



ROUTE: 14 North, 47

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to use appropriate operating paths and vehicles, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Capitol Hill, Downtown Seattle

SERVICE CHANGE:

Revise routing in Downtown Seattle to turn at Second Avenue between Pine and Pike streets.

Reduce evening service to every 45 minutes after 7:00 p.m.

Re-number the service between the Summit neighborhood and Downtown Seattle as Route 47.



ROUTE: 14-South

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between ridership and service, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Mount Baker, Central Area, International District, Downtown Seattle

SERVICE CHANGE:

Reduce evening service frequency in the Mount Baker neighborhood east of 31st Avenue South to every 60 minutes between approximately 7:30 p.m. and 9:30 p.m., and operate a final evening trip to the Mount Baker neighborhood the leaves Downtown Seattle (Third Avenue / Union Street) at approximately 12:30 a.m.

ROUTE: 15, 15 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Blue Ridge, Crown Hill, Ballard, Interbay, Uptown / Seattle Center West, Downtown Seattle

SERVICE CHANGE:

Discontinue local service on Route 15.

Revise Route 15 Express to operate six morning trips and six afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

The RapidRide D Line will provide alternative service between Crown Hill and Downtown Seattle via Ballard, Interbay, and Uptown.

ROUTE: 17

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Loyal Heights, Sunset Hill, Ballard, Seattle Pacific University, Westlake, Downtown Seattle

SERVICE CHANGE:

Revise local service on Route 17 to operate one-way service during weekday peak periods only (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between Downtown Seattle and the Ballard business district (22nd Avenue Northwest / Northwest Market Street).

Operate Route 17 Local with seven morning northbound trips and seven afternoon southbound trips, with trips coordinated to connect with Sounder commuter rail morning arrivals and afternoon departures.

Route 17 Express will provide alternative service during weekday peak hours (approximately 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.) between Loyal Heights and Downtown Seattle via Ballard and Interbay.

Revised Route 18 will provide alternative all-day service between Downtown Seattle and the Ballard business district (22nd Avenue Northwest / Northwest Market Street). New Route 61 will provide off-peak service between Sunset Hill and downtown Ballard.

ROUTE: 18

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, when a corridor is above or below All-day and Peak Network frequency, and in response to major development or land use changes, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Northgate, North Beach, Crown Hill, Loyal Heights, Ballard, Interbay, Uptown, Fremont, Downtown Seattle

SERVICE CHANGE:

Revise local service on Route 18 to operate between Northgate Transit Center and Downtown Seattle via North Seattle Community College, Crown Hill, Sunset Hill, Ballard, and Fremont.

Operate local service on Route 18 on weekdays every 12-15 minutes between approximately 5:15 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 3:00 p.m., every 12-15 minutes between

approximately 3:00 p.m. and 7:00 p.m., and every 30 minutes between approximately 7:00 p.m. and midnight; on Saturdays every 15 minutes between approximately 6:00 a.m. and 7:00 p.m. and every 30 minutes between approximately 7:00 p.m. and midnight; on Sundays every 30 minutes between approximately 6:00 a.m. and midnight.

The RapidRide D Line will provide alternative service between 15th Avenue Northwest / Northwest Leary Way and Downtown Seattle via the Ballard Bridge, Interbay, and Uptown / Seattle Center West.

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ROUTE: 21

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, to route spacing, and to operating paths and appropriate vehicles, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Arbor Heights, Roxhill, High Point, West Seattle, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 21 local service between the Arbor Heights neighborhood and 35th Avenue Southwest / Southwest Roxbury Street. Operate Route 21 local service between Westwood Village and Downtown Seattle via 35th Avenue Southwest and SODO.

Operate local service on Route 21 on weekdays every 15 minutes between

approximately 4:45 a.m. and 7:15 p.m., and every 30 minutes between approximately 7:15 p.m. and 1:15 a.m.; on Saturdays every 15 minutes between approximately 5:45 a.m. and 7:15 p.m., and every 30 minutes between approximately 7:15 p.m. and 1:15 a.m.; on Sundays every 30 minutes between approximately 5:45 a.m. and 1:15 a.m.

Route 21 local service will no longer serve the Arbor Heights neighborhood south of Roxbury Street via Southwest 100th Street, 44th Avenue Southwest, and Marine View Drive. Route 21 Express will provide alternative service during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.) between Arbor Heights and Downtown Seattle via 35th Avenue Southwest and the Alaskan Way Viaduct. Route 22 will provide alternative service until approximately 7:00 p.m. between Arbor Heights and Alaska Junction via Westwood Village, where connections can be made with either the C Line (Westwood Village and Alaska Junction) or Route 120 (Westwood Village) for service to and from Downtown Seattle.



ROUTE: 22

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Arbor Heights, Gatewood, White Center, West Seattle, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 22 service between Alaska Junction and Downtown Seattle, and between White Center and Westwood Village. Operate revised Route 22 between Arbor Heights and Alaska Junction via Westwood Village and Gatewood.

Operate Route 22 about every 60 minutes between approximately 5:15 a.m. and 7:30 p.m., and between approximately 9:00 a.m. and 6:30 p.m. on weekends.

Route 22 will no longer operate between Alaska Junction and Downtown Seattle, and between 15th Avenue Southwest / Southwest 104th Street in White Center and Westwood Village. The RapidRide C Line will provide alternative service between Alaska Junction and Downtown Seattle via the Alaskan Way Viaduct. Route 21 Local will provide alternative service between 35th Avenue Southwest / Southwest Alaska Street and Downtown Seattle via SODO. Route 120 will provide alternative service between 15th Avenue Southwest / Southwest 104th Street in White Center and Westwood Village.

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ROUTE: 23

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to reduce duplication and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

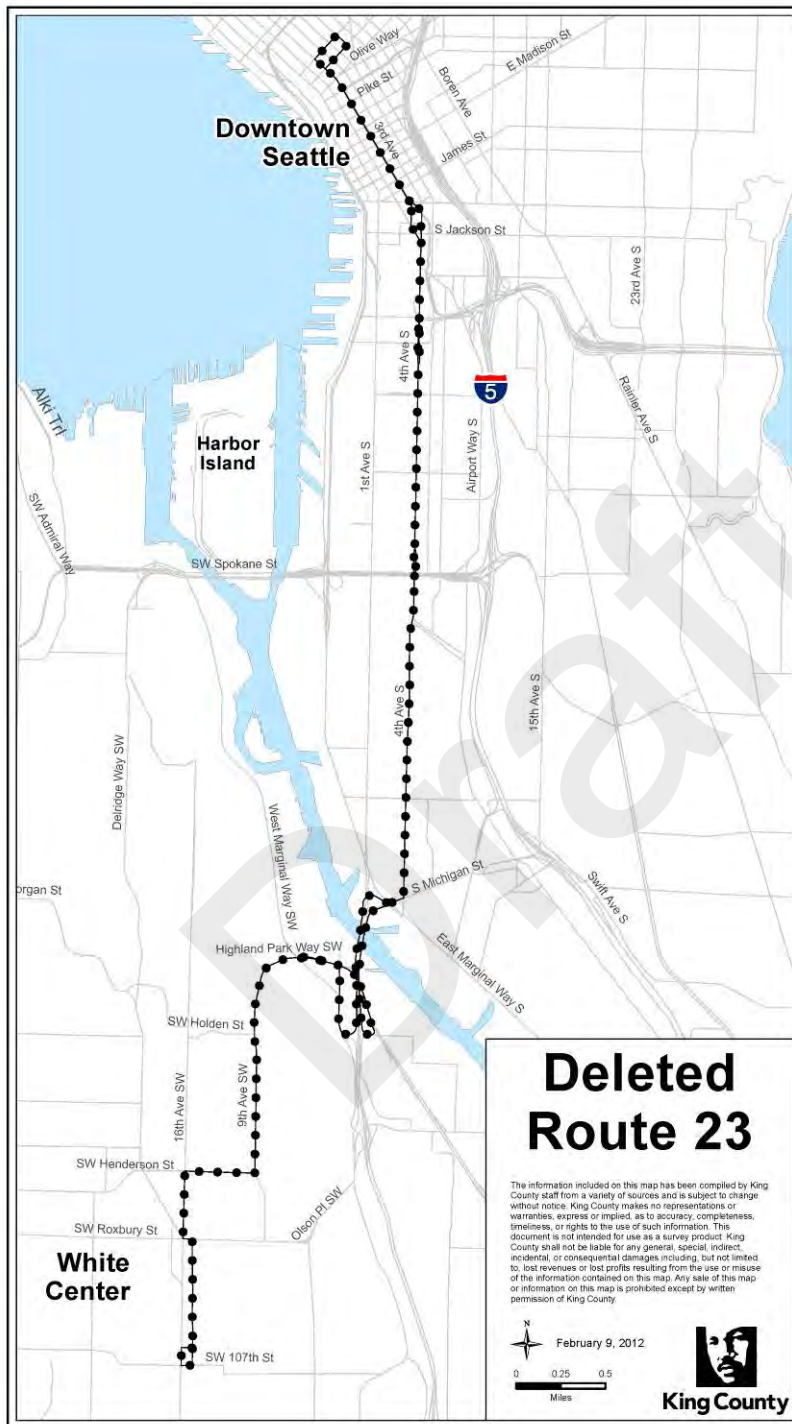
IMPACTED SERVICE AREA:

White Center, Highland Park, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Revised Route 131 will provide alternative service between Burien and Downtown Seattle via Greenbridge, Highland Park, and SODO.



ROUTE: 28

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

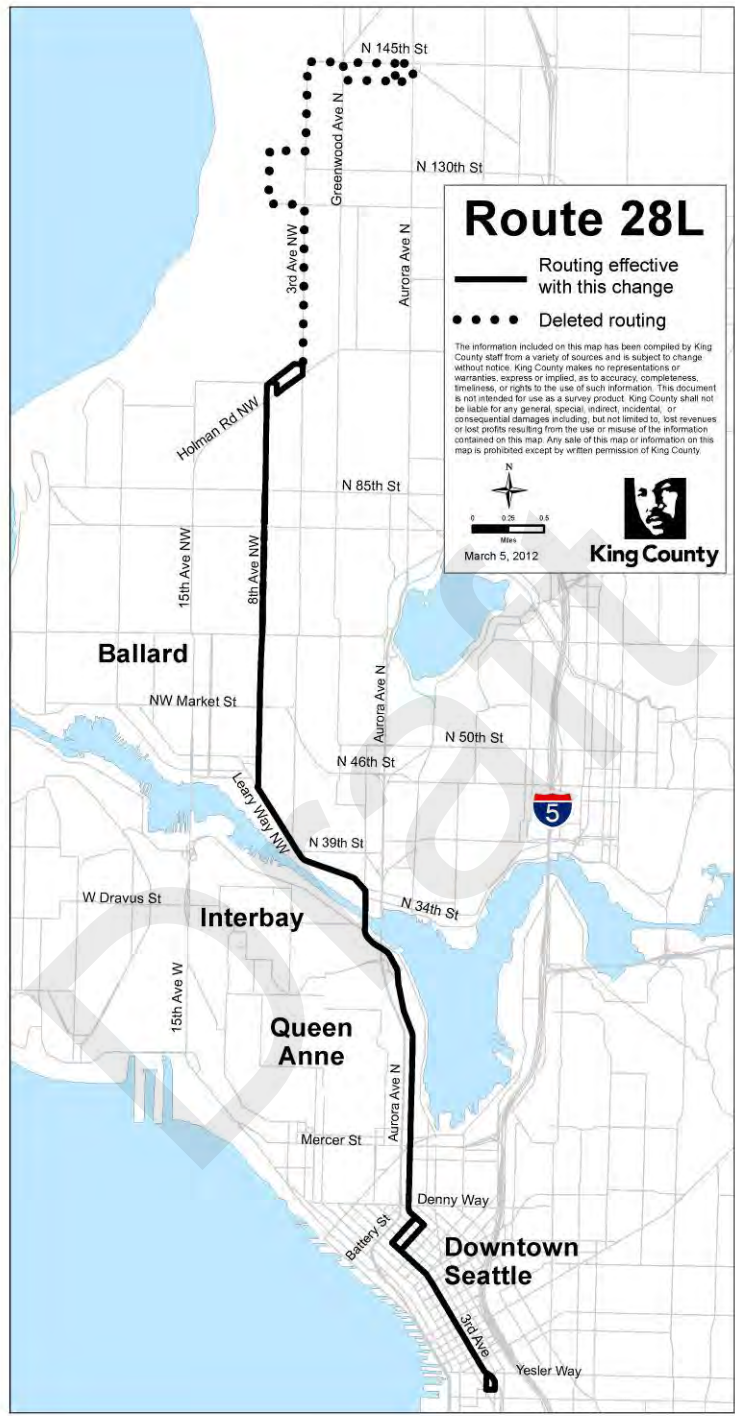
Broadview, Whittier Heights, Ballard, Fremont, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 28 local service between 3rd Avenue Northwest / Northwest 103rd Street and Linden Avenue North / North 143rd Street.

Operate Route 28 local service between 3rd Avenue Northwest / Northwest 103rd Street and Downtown Seattle.

Route 5 will provide alternative service along Greenwood Avenue North, four blocks east of 3rd Avenue Northwest. Route 28 Express will provide service during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between Linden Avenue North / North 143rd Street and Downtown Seattle via 3rd Avenue Northwest, Northwest 100th Place, 8th Avenue Northwest, and Aurora Avenue North.



ROUTE: 30

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Sand Point, Ravenna, University District, Wallingford, Fremont, Seattle Center, Uptown / Seattle Center West

SERVICE CHANGE:

Discontinue Route 30 service between the University District and Uptown / Seattle Center West.

Revise Route 30 to operate between Sand Point and the University District via Ravenna.

Route 31 and new Route 32 will provide alternative service between Uptown / Seattle Center West and the University District. Routes 31 and 32 will provide alternative service between Fremont and the University District via Wallingford. Route 18 will provide alternative service along Westlake Avenue North between the Fremont Bridge and Downtown Seattle.



ROUTE: 32

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there are major development or land use changes, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

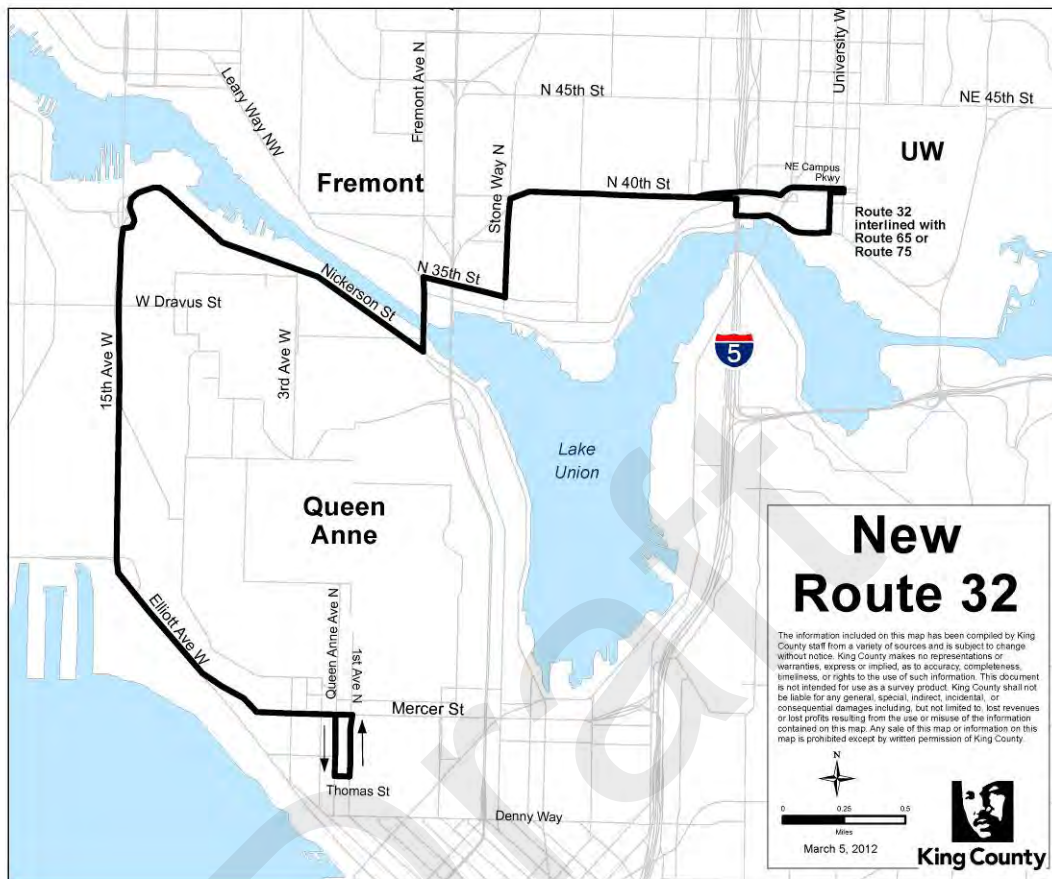
IMPACTED SERVICE AREA:

Uptown / Seattle Center West, Interbay, Fremont, Wallingford, University District

SERVICE CHANGE:

Operate new Route 32 between Uptown / Seattle Center West and the University District via Interbay, Fremont, and Wallingford.

Operate Route 32 on weekdays every 20-30 minutes between approximately 5:45 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20-30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 30 minutes between approximately 7:00 p.m. and midnight; on Saturdays and Sundays every 30 minutes between approximately 6:00 a.m. and midnight.



ROUTE: 34

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

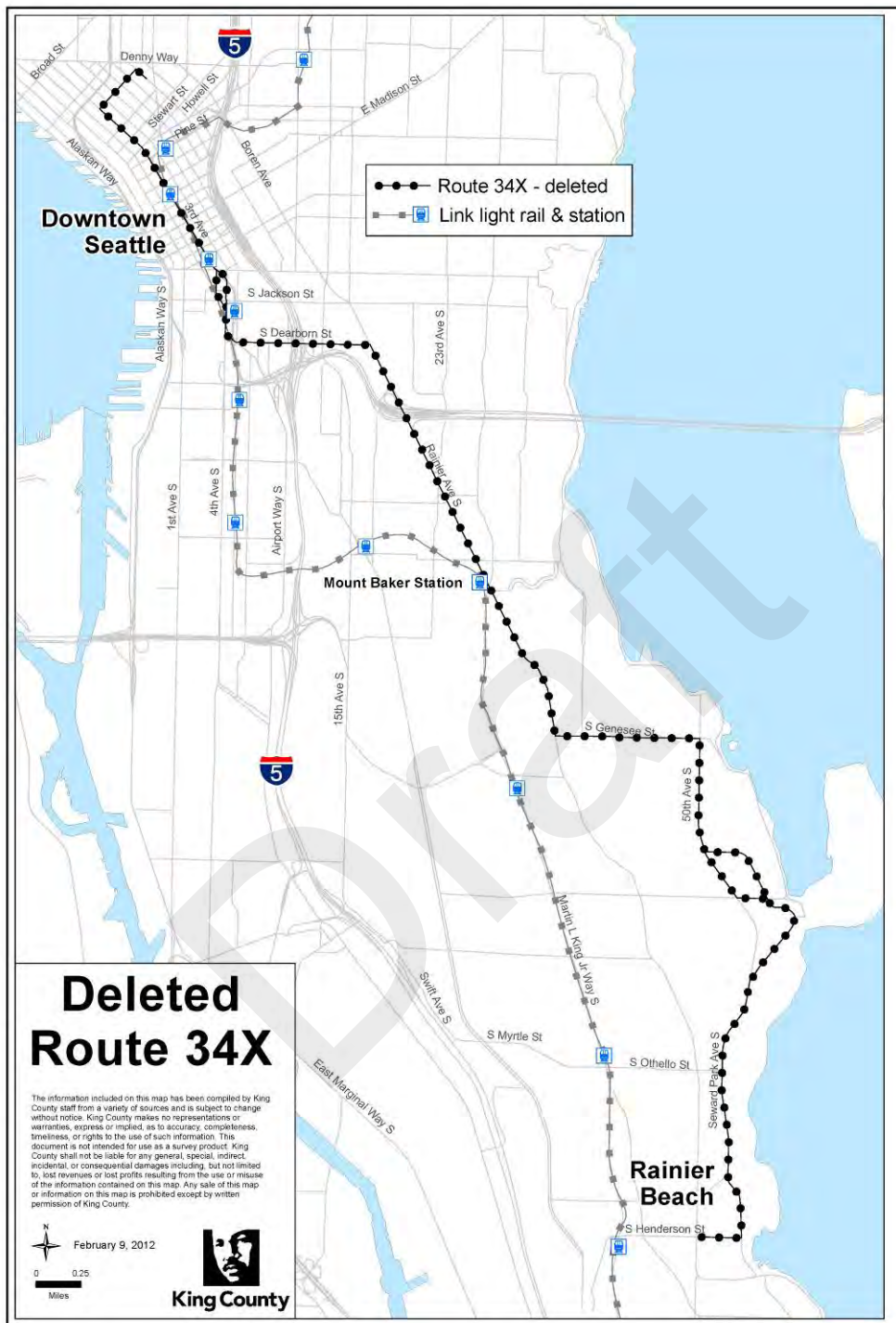
IMPACTED SERVICE AREA:

Rainier Beach, Seward Park, Columbia City, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 7 Express will provide alternative express service along Rainier Avenue South between South Genesee Street and South Dearborn Street. Route 50 will provide alternative service between Seward Park and both the Columbia City and Othello Link stations, where Link light rail provides service to/from Downtown Seattle. Routes 7 and 106 will provide service between Rainier Beach and Downtown Seattle.



ROUTE: 35

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Harbor Island Industrial, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

No alternative fixed-route service will be available between Harbor Island and Downtown Seattle. Alternative commuter options may include carpooling, vanpooling, and VanShare.



ROUTE: 37

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Alaska Junction, Alki, Downtown Seattle

SERVICE CHANGE:

Revise the service levels on Route 37 to operate four morning trips and four afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

Route 56 Express will provide service during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between 61st Avenue Southwest / Alki Avenue Southwest and Downtown Seattle via the Admiral District and the Alaskan Way. When the West Seattle Water Taxi is in operation, routes 773 and 775 provide service along portions of Alki Avenue Southwest and Harbor Avenue Southwest with connections to/from the water taxi. The water taxi operates between Seacrest Park on Harbor Avenue Southwest and Pier 50 on the Seattle waterfront.

ROUTE: 39

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Othello Station, Seward Park, Columbia City, Beacon Hill, Veterans Administration Medical Center, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

New Route 50 will provide alternative service between Othello Station and SODO Station via Seward Park, Columbia City, and Beacon Hill. Connections will be possible at SODO Station with Link light rail operating to and from Downtown Seattle.



ROUTE: 45

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Uptown / Seattle Center West, Queen Anne, Wallingford, University District

SERVICE CHANGE:

Discontinue route.

Route 13 will provide alternative service between Uptown / Seattle Center West and Seattle Pacific University, where connections will be possible with routes 31 and 32 to/from the University District.

ROUTE: 46

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Shilshole, Ballard, Fremont, Wallingford, University District

SERVICE CHANGE:

Discontinue route.

Route 44 will provide alternative service between Ballard and the University District. Routes 31 and 32 will provide alternative service between Fremont and the University District via Wallingford.



ROUTE: 50

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*

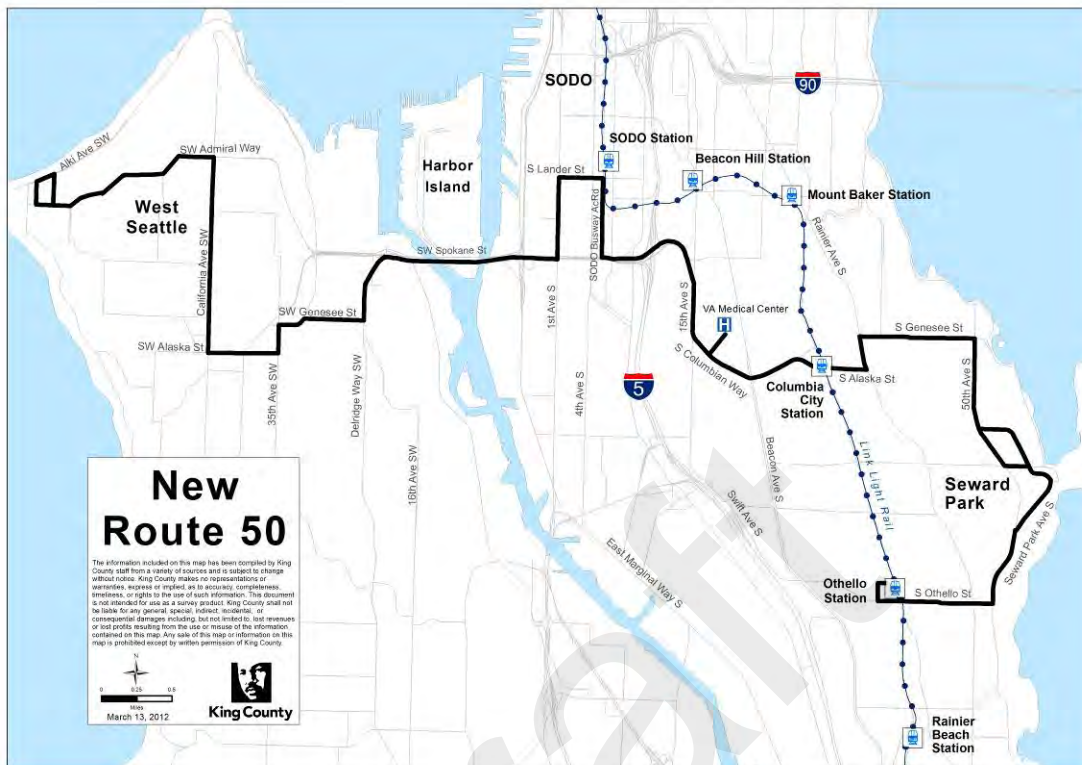
IMPACTED SERVICE AREA:

Alki, Admiral District, SODO Station, Veterans Administration Medical Center, Beacon Hill, Columbia City, Seward Park, Othello Station

SERVICE CHANGE:

Operate new Route 50 between the Alki neighborhood in West Seattle and Othello Station in Southeast Seattle via SODO Station.

Route 50 will operate on weekdays every 20-30 minutes between approximately 5:30 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20-30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 60 minutes between approximately 7:00 p.m. and 11:00 p.m.; on Saturdays every 30 minutes between approximately 6:30 a.m. and 7:00 p.m., and every 60 minutes between approximately 7:00 p.m. and 11:00 p.m.; on Sundays every 60 minutes between approximately 7:00 a.m. and 11:00 p.m.



ROUTE: 51

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*

IMPACTED SERVICE AREA:

Genesee Hill, Admiral District, Alaska Junction

SERVICE CHANGE:

Discontinue route.

Route 57 will provide alternative service during peak periods from Genesee Hill to the Admiral District. Routes 50 and 128 will provide alternative service along California Avenue Southwest between the Admiral District and Alaska Junction.



ROUTE: 53

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

West Seattle

SERVICE CHANGE:

Discontinue route.

Route 37 will provide alternative service during weekday peak hours between Alaska Junction and Downtown Seattle via Alki. When the West Seattle Water Taxi is in operation, Route 773 provides alternative service between Seacrest Dock and Alaska Junction. Route 775 also provides alternative service between Alki and Seacrest Dock, when the water taxi is operating.



ROUTE: 54, 54 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when services compete for the same riders, based on industry best practice.*

IMPACTED SERVICE AREA:

White Center, Westwood Village, Fauntleroy, Alaska Junction, Downtown Seattle

SERVICE CHANGE:

Discontinue routes.

The RapidRide C Line will provide alternative service between Westwood Village and Downtown Seattle via Fauntleroy, Alaska Junction, and the Alaskan Way Viaduct. Route 120 will provide alternative service between White Center and Downtown Seattle via Delridge and the Alaskan Way Viaduct. Route 116 Express will provide alternative service during weekday peak periods (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.) between Fauntleroy and Downtown Seattle via SODO.





ROUTE: 55

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*

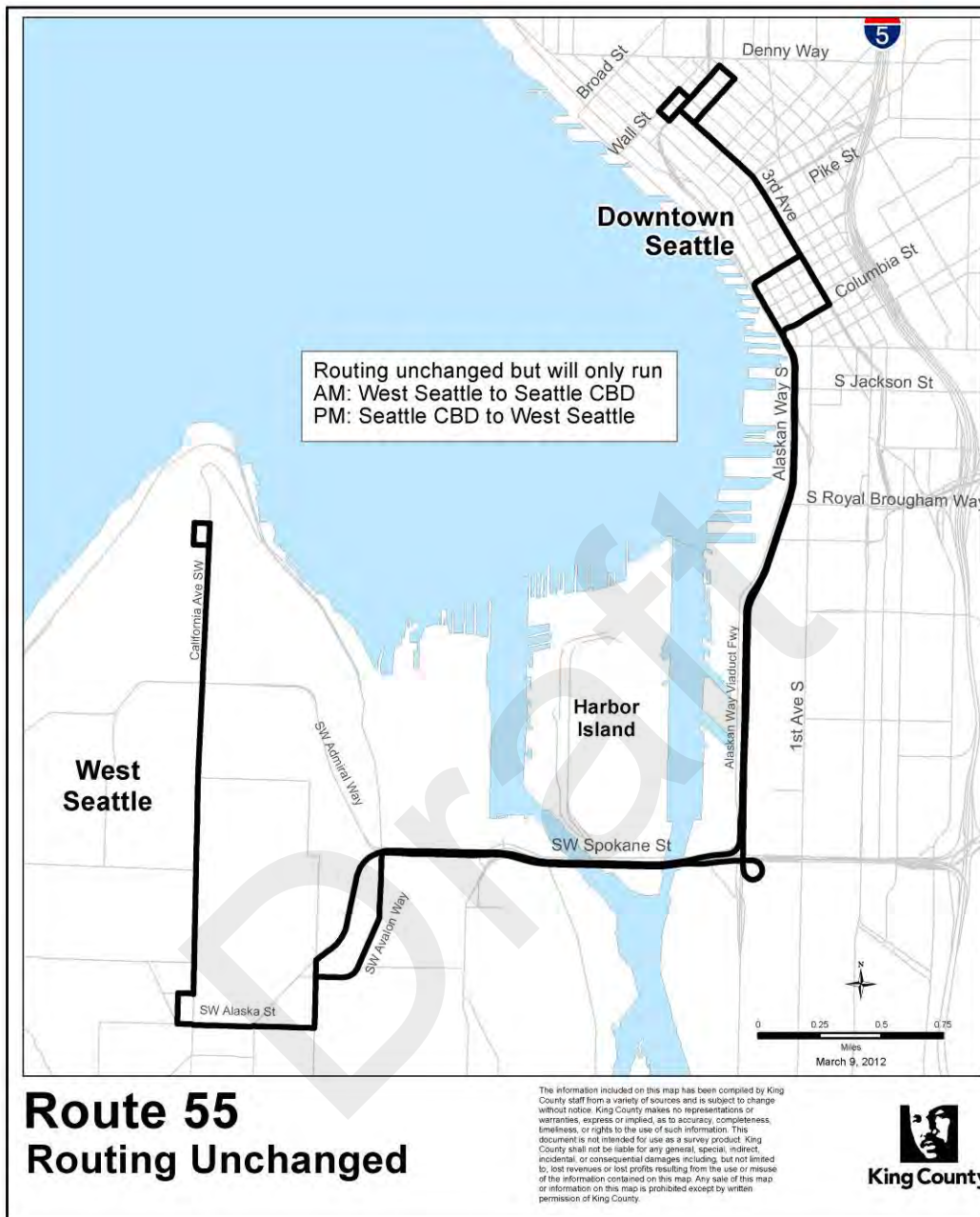
IMPACTED SERVICE AREA:

Admiral District, Alaska Junction, Downtown Seattle

SERVICE CHANGE:

Revise Route 55 to operate five morning trips and five afternoon trips during weekday peak periods (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.). Discontinue service during other times.

The RapidRide C Line will provide alternative service between Alaska Junction and Downtown Seattle via the Alaskan Way Viaduct. Routes 50 and 128 will provide alternative service along California Avenue Southwest between Alaska Junction and the Admiral District. Routes 128 and 775 will provide alternative service on California Avenue Southwest north of the Admiral Junction (California Avenue Southwest / Southwest Admiral Way).



ROUTE: 56

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Alki, Admiral District, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue local service on Route 56.

Route 56 Express will continue to provide service during weekday peak periods between Alki and Downtown Seattle via the Alaskan Way Viaduct. New Route 50 will provide alternative service via the Admiral District and Alaska Junction between Alki and SODO, where connections can be made at SODO Station with Link light rail to and from Downtown Seattle.

Deleted Route 56

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February 9, 2012

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Miles



ROUTE: 57

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

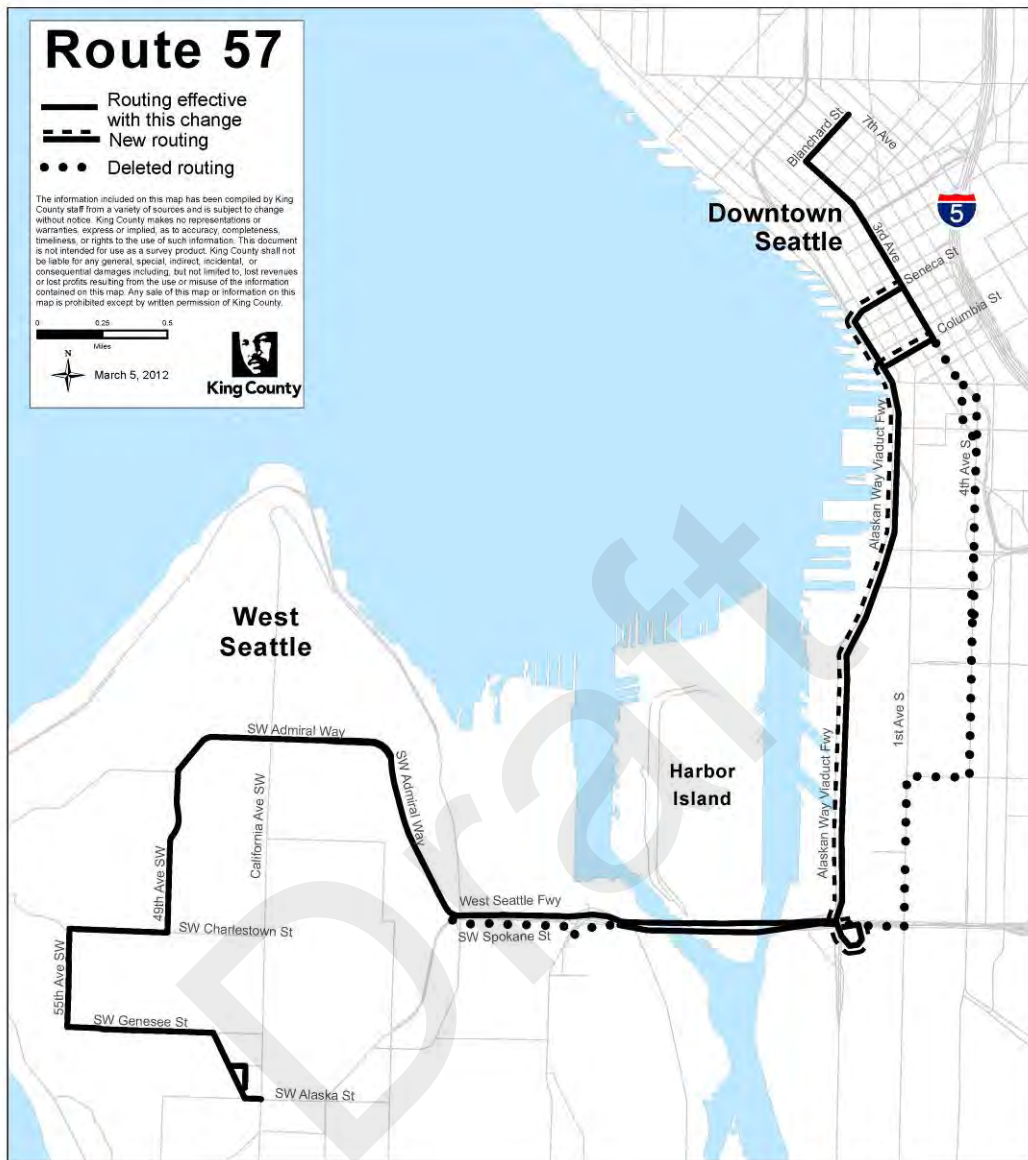
Alaska Junction, Genesee Hill, Admiral District, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 57 to operate via the Alaskan Way Viaduct instead of 1st Avenue South and through SODO.

Operate four morning trips and four afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

Route 21 will provide alternative local service between 35th Avenue Southwest / Southwest Avalon Way and downtown Seattle via SODO. New Route 50 will provide alternative service via the Admiral District between Alki and SODO, where connections will be possible at SODO Station with Link light rail to and from Downtown Seattle.



ROUTE: 60

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

White Center, Myers Way Park-and-Ride, South Park, Georgetown, Veterans Administration Medical Center, Beacon Hill, First Hill, Broadway

SERVICE CHANGE:

Extend Route 60 so that all trips start and end at Westwood Village.



ROUTE: 61

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

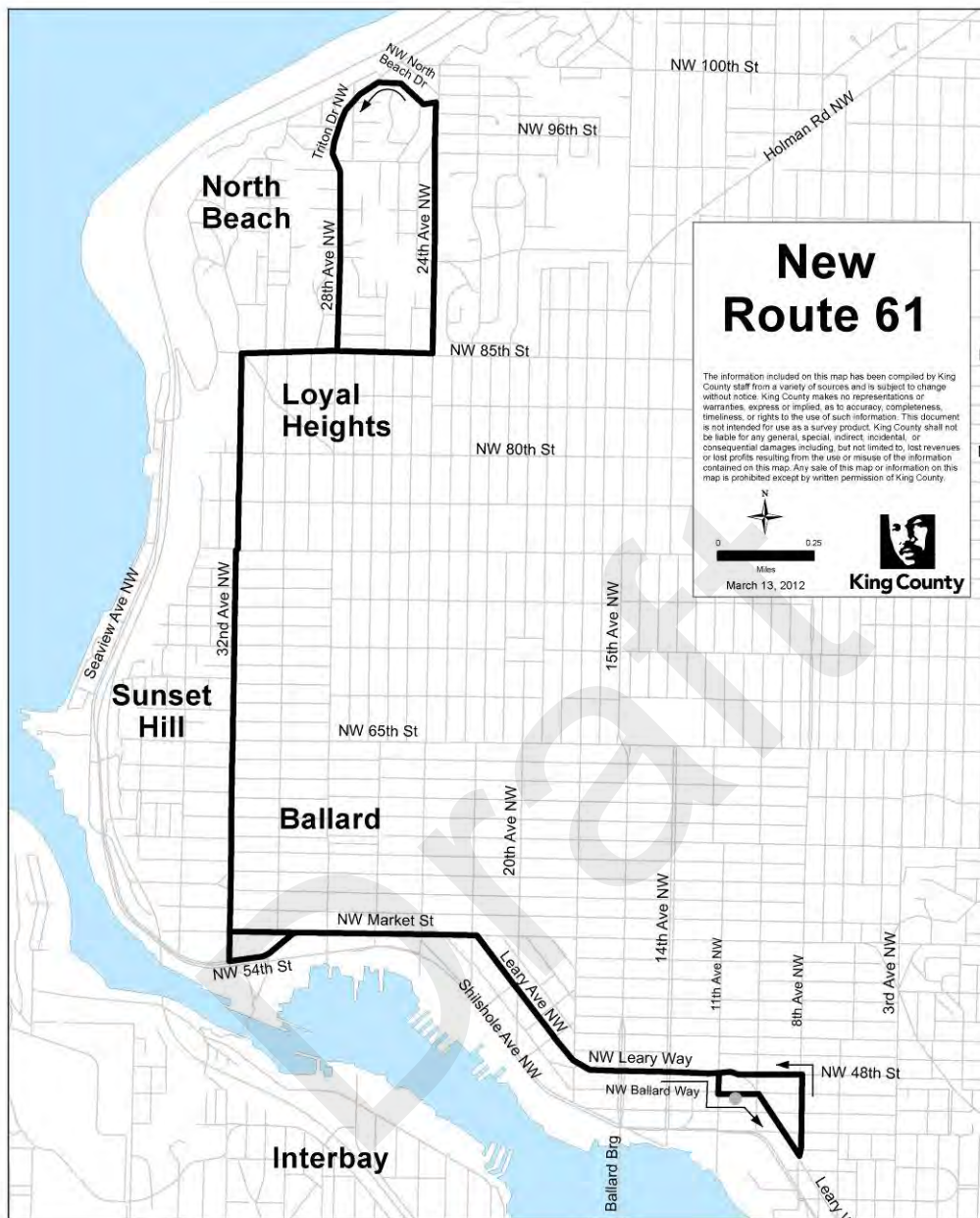
IMPACTED SERVICE AREA:

North Beach, Sunset Hill, Ballard

SERVICE CHANGE:

Operate new Route 61 between North Beach and 15th Avenue Northwest / Northwest Leary Way via Sunset Hill and downtown Ballard.

Route 61 will operate on weekdays every 30 minutes between approximately 8:00 a.m. and 3:00 p.m., and evenings between approximately 6:00 p.m. and 11:00 p.m.; on Saturday and Sunday every 30 minutes between approximately 6:30 a.m. and 11:00 p.m.



ROUTE: 75

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, and to network connections, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Ballard, Crown Hill, North Seattle Community College, Northgate Transit Center, Lake City, Sand Point, Children's Hospital, University District

SERVICE CHANGE:

Discontinue Route 75 service between Ballard and the Northgate Transit Center. Operate revised Route 75 between Northgate Transit Center and the University District.

Revised Route 18 will provide alternative service between Ballard and the Northgate Transit Center.



ROUTE: 81

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Ballard, Loyal Heights, Interbay, Uptown, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative early morning owl service between Downtown Seattle and Ballard via Uptown will be available on a D Line trip leaving Downtown Seattle at approximately 2:15 a.m.

ROUTE: 85

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

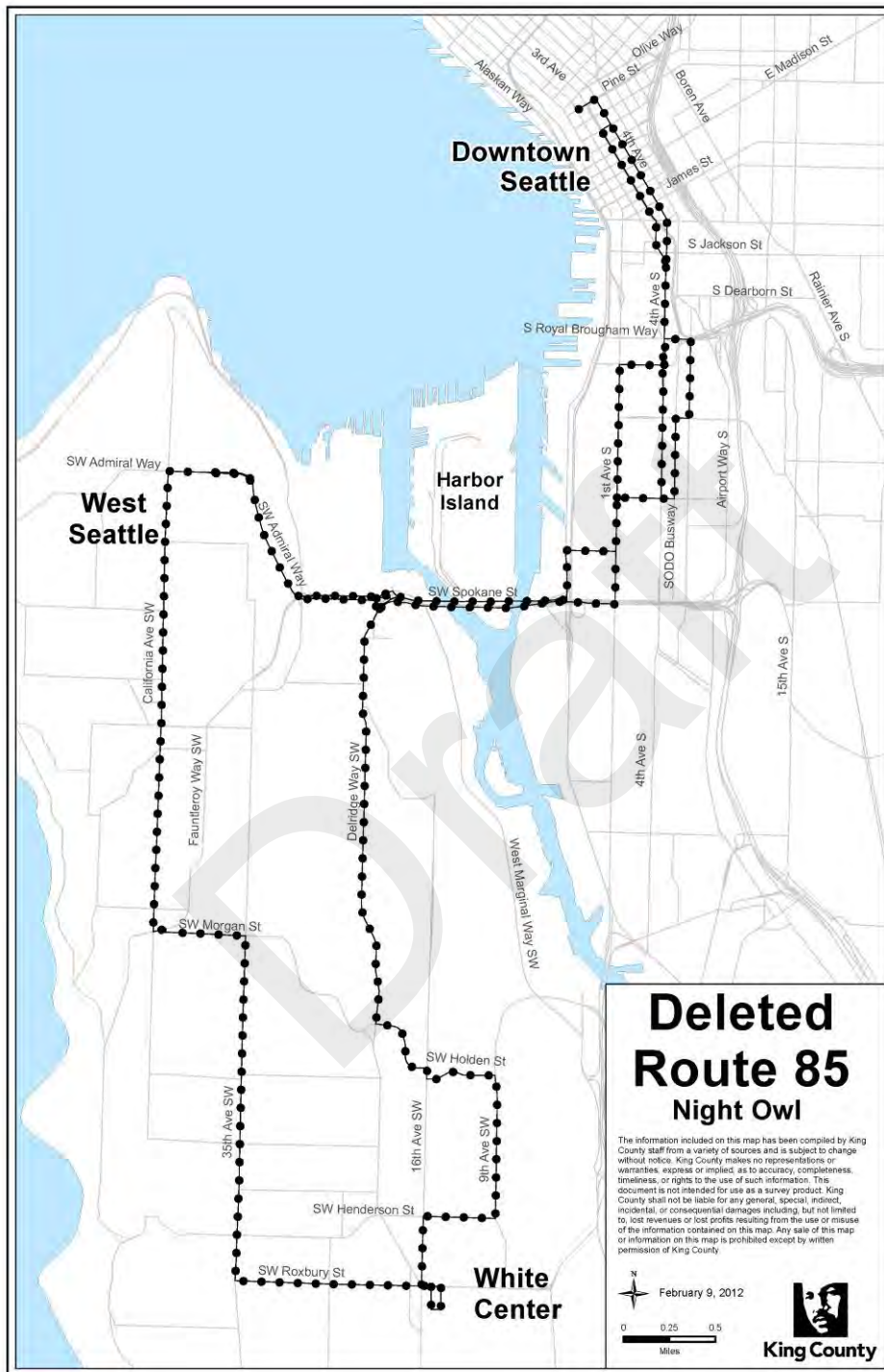
IMPACTED SERVICE AREA:

West Seattle, Admiral District, White Center, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative early morning owl service between Westwood Village and Downtown Seattle via Alaska Junction will be available on a RapidRide C Line trip leaving Downtown Seattle at approximately 2:15 a.m. Alternative early morning owl service between White Center and Downtown Seattle via Delridge will be available on a Route 120 trip leaving Downtown Seattle at approximately 2:15 a.m.



ROUTE: 120

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

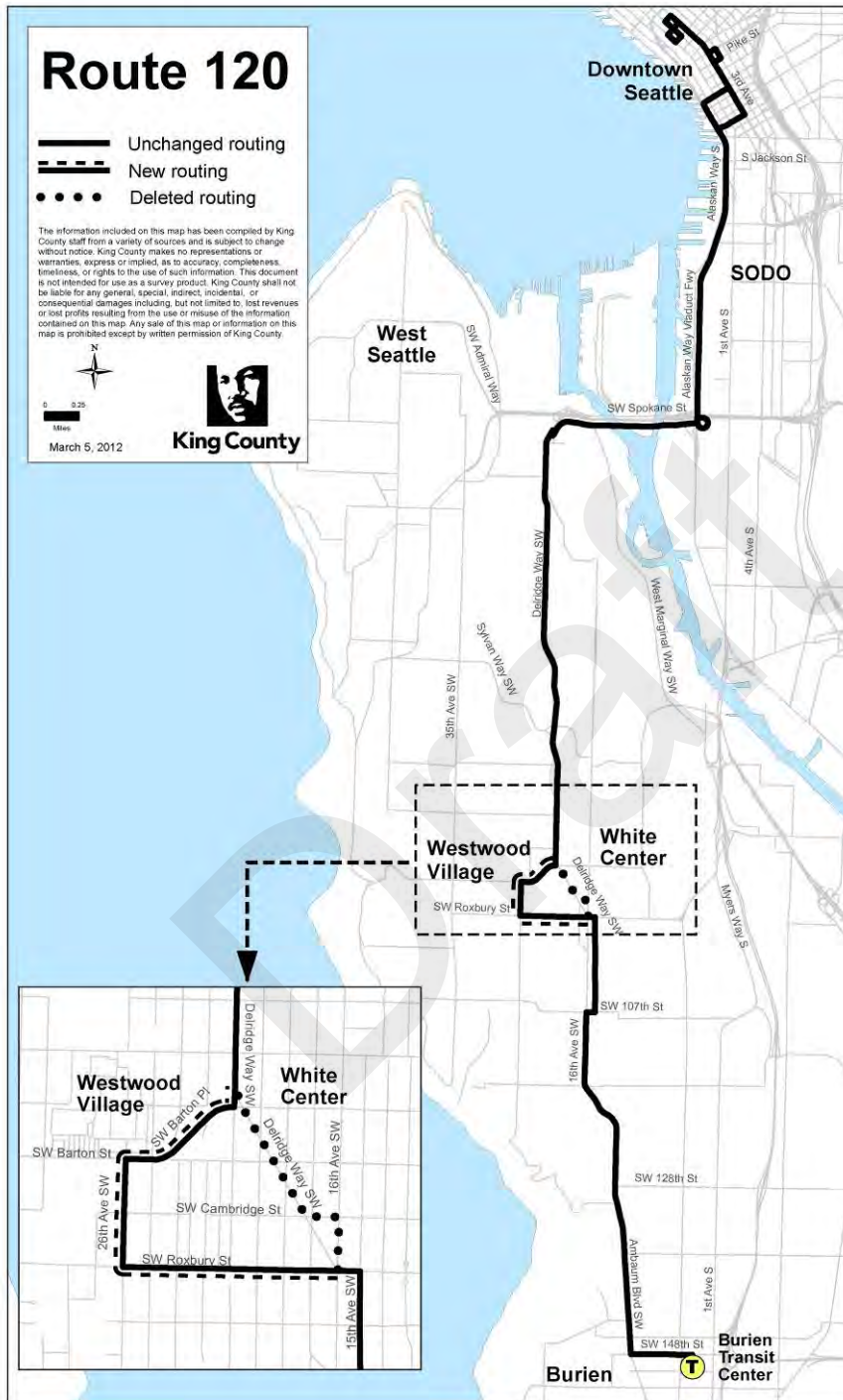
IMPACTED SERVICE AREA:

Burien, White Center, Delridge, Downtown Seattle

SERVICE CHANGE:

Revise Route 120 to operate via Westwood Village between Burien and Downtown Seattle.

Route 60 will provide alternative service between 16th Avenue Southwest / Southwest Roxbury Street and Delridge Way Southwest / Southwest Barton Street.



ROUTE: 123

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*

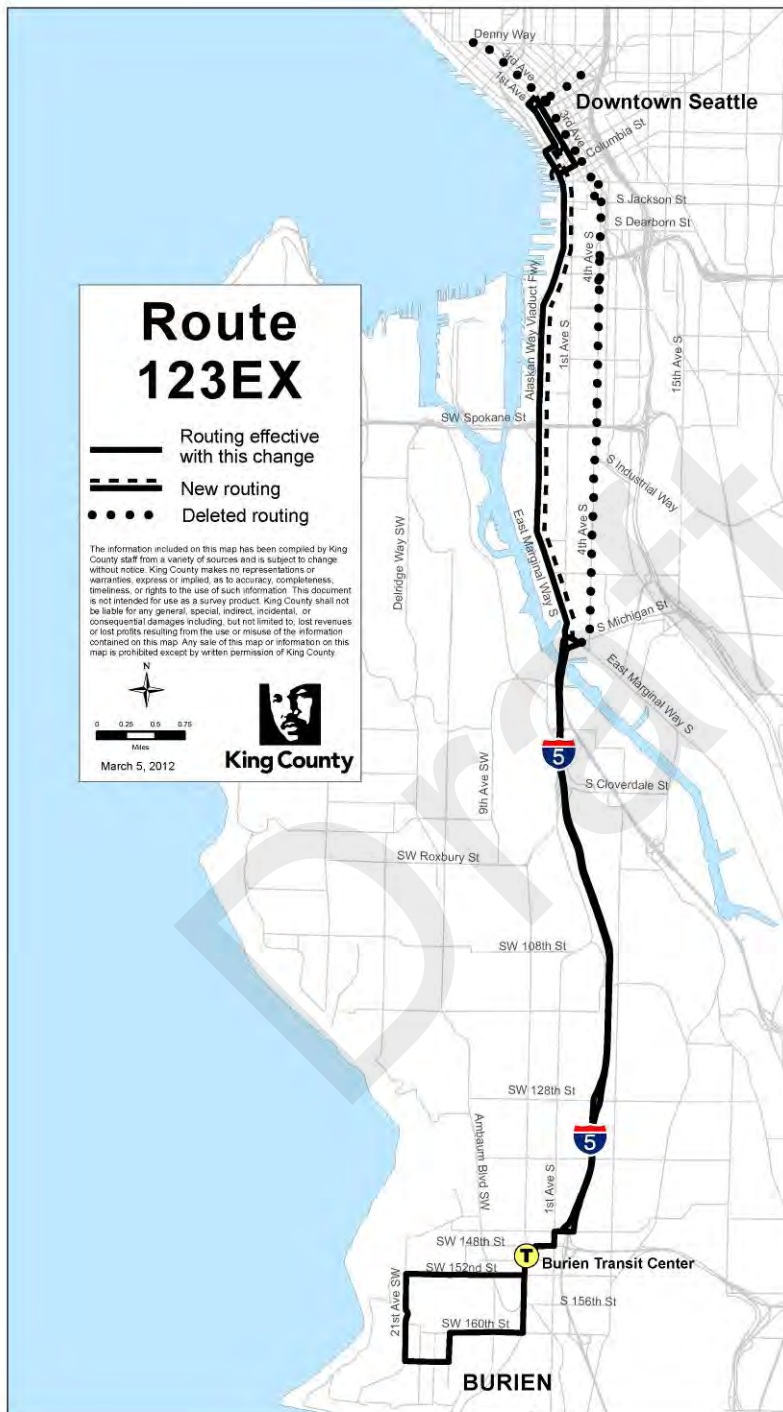
IMPACTED SERVICE AREA:

Gregory Heights, Seahurst, Burien Transit Center / Park-and-Ride, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 123 to operate between Gregory Heights and Downtown Seattle via the Burien Transit Center / Park-and-Ride, State Route 509, and the Alaskan Way Viaduct.

Routes 131 and 132 will provide alternative service between Burien Transit Center / Park-and-Ride and Downtown Seattle via SODO.



ROUTE: 124

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

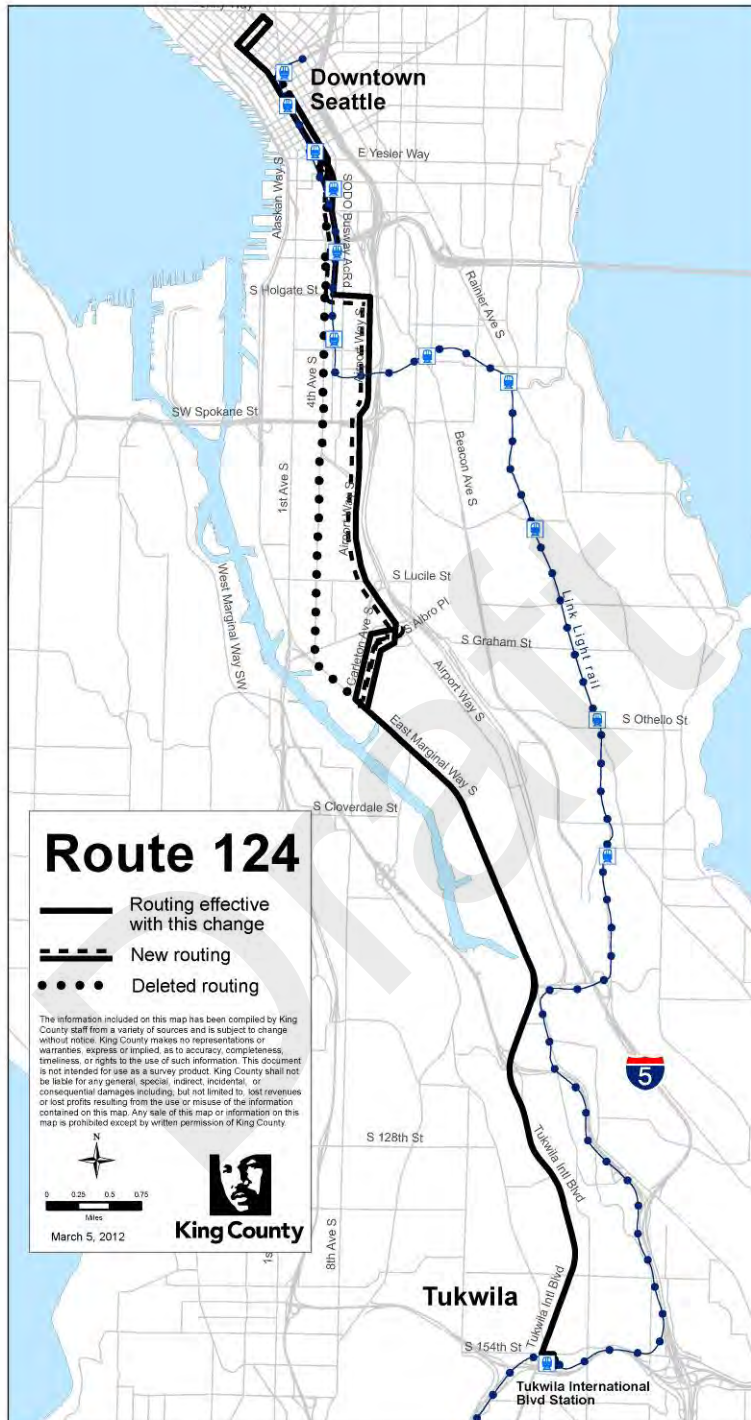
IMPACTED SERVICE AREA:

Tukwila International Boulevard Station, Boeing Industrial, Georgetown, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 124 to operate via Georgetown and Airport Way South between Tukwila International Boulevard Station and Downtown Seattle.

Routes 131 and 132 will provide alternative service along Fourth Avenue South between South Michigan Street and South Jackson Street.



ROUTE: 125

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route directness, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Shorewood, Westwood Village, White Center, South Seattle Community College, Downtown Seattle

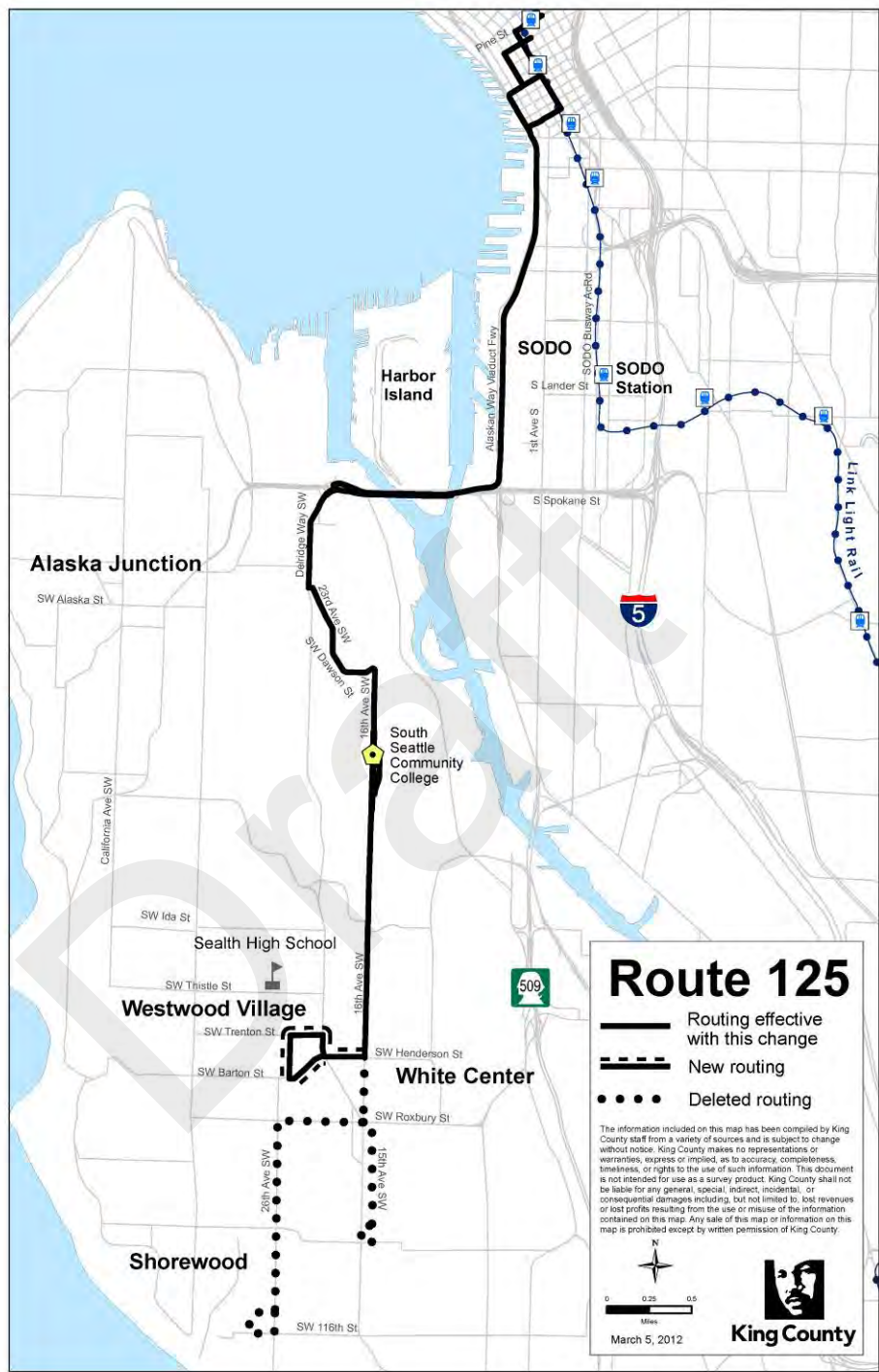
SERVICE CHANGE:

Revise Route 125 to operate on weekdays and Saturday between Westwood Village and Downtown Seattle via South Seattle Community College and the Alaskan Way Viaduct.

Operate Route 125 on weekdays every 20 to 30 minutes between approximately 5:15 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20 to 30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 45 minutes between approximately 7:00 p.m. and 10:00 p.m.; on Saturday every 45 minutes between approximately 6:30 a.m. and 7:00 p.m.

Route 22 will provide alternative service between Shorewood and Westwood Village, where connections will be possible with the C Line and routes 21, 120 and 125 operating between Westwood Village and Downtown Seattle. Route 113 will provide alternative service between Shorewood and Downtown Seattle during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.). Route 128 will provide alternative service after 10:00 p.m. and on weekends along 16th Avenue Southwest between Southwest Dumar Way and Southwest Roxbury Street.

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ROUTE: 128

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Admiral District, Alaska Junction, High Point, South Seattle Community College, White Center, Boulevard Park, Southcenter/Tukwila

SERVICE CHANGE:

Extend Route 128 seven days a week from California Avenue Southwest / Southwest Lander Street to California Avenue Southwest / Southwest Atlantic Street in the Admiral District.

Improve Route 128 service frequencies to every 30 minutes during evening hours and on Saturday and Sunday.

Extend the span of Route 128 to approximately midnight seven days a week.

ROUTE: 131

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, to route directness, to serve multiple purposes and destinations, and to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Highline Community College, Des Moines, Normandy Park, Burien, Myers Way Park-and-Ride, South Park, Georgetown, SODO, Downtown Seattle

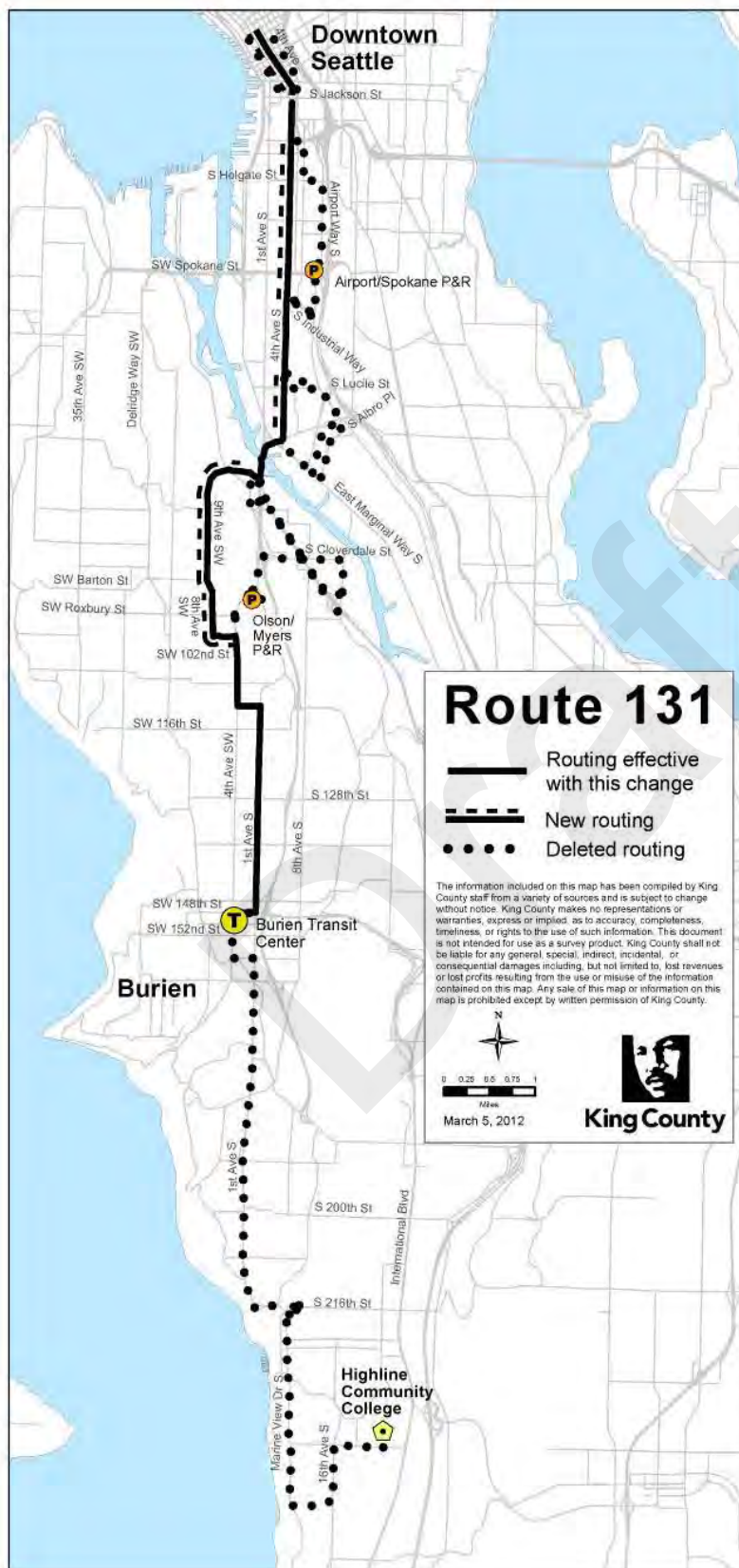
SERVICE CHANGE:

Discontinue Route 131 service between Highline Community College and the Burien Transit Center. Revise Route 131 to operate between the Burien Transit Center and Downtown Seattle via Highland Park and 4th Avenue South.

Operate Route 131 seven days a week every 30 minutes until approximately 7:30 p.m., and every 60 minutes between approximately 7:30 p.m. and 12:30 a.m.

Route 131 will no longer serve Georgetown, South Park, Normandy Park or Des Moines. Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and Downtown Seattle. Route 132 will provide alternative service between South Park and Downtown Seattle via SODO. Route 166 will provide alternative service between Highline Community College and Burien Transit Center/Park-and-Ride via First Avenue South.

Draft



ROUTE: 132
OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Highline Community College, Des Moines, Burien, Boulevard Park, South Park, Georgetown, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 132 service between Highline Community College and the Burien Transit Center. Revise Route 132 to operate between the Burien Transit Center and Downtown Seattle via South Park and 4th Avenue South.

Operate Route 131 seven days a week every 30 minutes until approximately 8:00 p.m., and every 60 minutes between approximately 8:00 p.m. and 1:00 a.m.

Route 132 will no longer serve Highline Community College and Des Moines, or 1st Avenue South between South Michigan Street and South

Lander Street. Route 156 will provide alternative service in Des Moines between South 200th Street and Highline Community College via 8th Avenue South and Marine View Drive. Route 166 will provide alternative service between Highline Community College and the Burien Transit Center via South 240th Street, Marine View Drive and 1st Avenue South.

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ROUTE: 133

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Burien Transit Center / Park-and-Ride, Burien, White Center, Myers Way
Park-and-Ride, University District

SERVICE CHANGE:

Discontinue route.

Routes 120, 121, 122, and 123 will provide alternative service between Burien Transit Center / Park-and-Ride and Downtown Seattle, where connections can be made with routes 70, 71 Express, 72 Express, and 73 Express serving the University District. Route 113 will provide alternative service between White Center and Downtown Seattle via the Myers Way Park-and-Ride.



ROUTE: 134

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Burien, South Park, Georgetown, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and Downtown Seattle. Route 131 will provide alternative service between Burien and Downtown Seattle via First Avenue South, Greenbridge, Highland Park and SODO. Route 132 will provide alternative service between South Park and Downtown Seattle via SODO.



ROUTE: 156

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

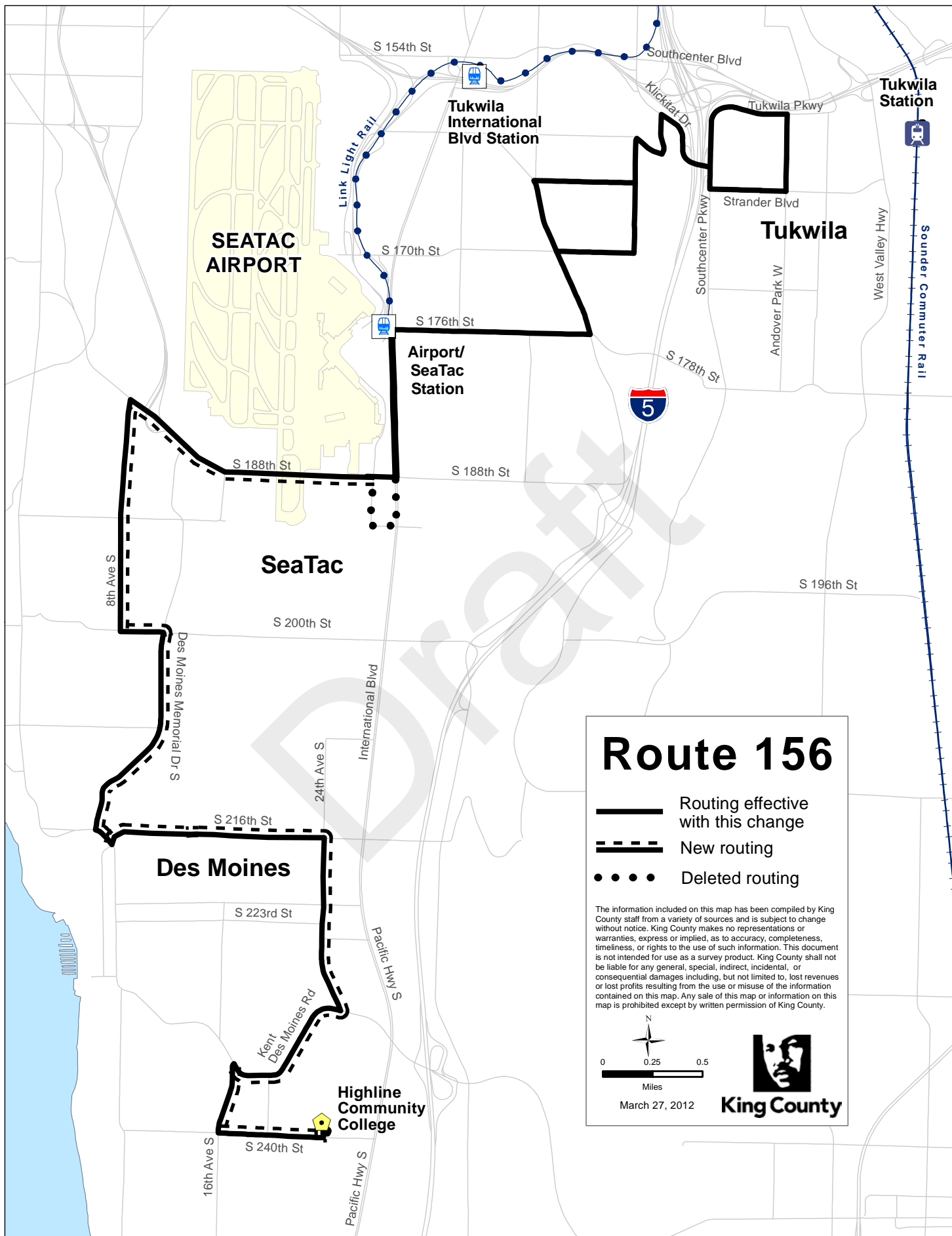
IMPACTED SERVICE AREA:

Highline Community College, Des Moines, SeaTac, Tukwila/Southcenter

SERVICE CHANGE:

Extend Route 156 from SeaTac to Highline Community College in Des Moines.

Extend the weekday evening span of service later by adding one hourly round trip so that the last trip from Highline Community College to Tukwila leaves the college at approximately 9:30 p.m.



ROUTE: 166

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, to route spacing, and to route directness, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Burien, Normandy Park, Des Moines, Highline Community College, Kent

SERVICE CHANGE:

Extend Route 166 from downtown Des Moines to the Burien Transit Center / Park-and-Ride via First Avenue South.

Operate Route 166 on weekdays every 30 minutes between approximately 4:45 a.m. and 11:00 p.m.; on Saturdays every 30 minutes between approximately 6:00 a.m. and 8:00 p.m., and every 60 minutes between approximately 8:00 p.m. and 11:00 p.m.; and on Sundays every 60 minutes between approximately 7:00 a.m. and 9:00 p.m.

